

## **I. INTRODUCTION**

### **A. Name of Institution: Seattle Pacific University**

### **B. Reporting Year: July 1, 2001 – June 30, 2002**

### **C. Major Institution Contact Information:**

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### **D. Master Plan Adoption Date and Date of any Subsequent Amendments:**

*MIMP Approval Date:* August 25, 2000

## **II. PROGRESS IN MEETING MASTER PLAN CONDITIONS**

### **A. Provide a general overview of progress made in meeting the goals and conditions of the approved Master Plan.**

In August 2000 the City Council approved a new Major Institution Master Plan (MIMP) for Seattle Pacific University so the University is in the second reporting year for this new MIMP. As reported last year, many of the conditions imposed by the City Council were editorial in nature. Those requested changes were incorporated into the Adopted MIMP that was published in November 2000; therefore, those conditions were fulfilled with the publication of the Adopted MIMP and are so noted below. Most of the more substantive conditions are date-sensitive and are still not yet due for fulfillment.

### **B. Conditions Adopted by the City Council**

#### **Conditions - MIMP**

**Prior to adoption of the MIMP, SPU shall review the MIMP as follows:**

1. Modify the MIMP to replace the last sentence of the first paragraph on page 43 with the following statement: "The following standards shall constitute the development standards for all University development unless otherwise noted. When specific development standards are not modified by the adopted master plan, the underlying zoning development standards apply, as modified in SMC 23.69.006A."

**Condition fulfilled - November 2000.** The following wording was inserted in the first paragraph of the "Development Standards" section on page 38\* of the Adopted MIMP: "*The following standards shall constitute the development standards for all University development unless otherwise noted. When specific development standards are not modified by the adopted master plan, the underlying zoning development standards apply, as modified in SMC 23.69.006A.*" (\* Page numbers in the Adopted MIMP do not correspond exactly with the page

numbers referenced in the final MIMP so the wording was inserted in the intended location rather than on the page noted in the condition.) The same wording was also inserted in the fifth paragraph of the Introduction found on page 1.

2. Modify the MIMP to include the following provision: "To encourage commercial use of ground floor building space on West Nickerson Street in the area rezoned from L-2 to NC2-40, such ground level building space shall have a minimum building depth of 30 feet, a minimum floor-to-ceiling height of 13 feet, and pedestrian entrances from West Nickerson Street that are no more than three feet above or below the sidewalk level. SPU shall be encouraged to use this space for commercial-type uses, which may include institutional uses of a commercial nature, when it is determined by the University that there is a market for this space at prevailing market rates."

**Condition fulfilled – November 2000.** The following wording was inserted under "Development Standard A: MIO District Underlying Zoning" in the fourth paragraph on page 38 of the Adopted MIMP: *"To encourage commercial use of ground floor building space on West Nickerson Street in the area rezoned from L-2 to NC2-40, such ground level building space shall have a minimum building depth of 30 feet, a minimum floor-to-ceiling height of 13 feet, and pedestrian entrances from West Nickerson Street that are no more than three feet above or below the sidewalk level. SPU shall be encouraged to use this space for commercial-type uses, which may include institutional uses of a commercial nature, when it is determined by the University that there is a market for this space at prevailing market rates."*

3. Modify the note on page 51 of the MIMP to correctly identify Alexander Hall, rather than Peterson Hall, as a registered historic building.

**Condition fulfilled – November 2000.** The correction was made in "Development Standard O: Preservation of Historic Structures" on page 45\* of the Adopted MIMP. (\* See note above regarding page number discrepancies.)

4. Modify the MIMP to clearly state that the FAR of the MIO District, excluding street rights-of-way and other property not owned by SPU shall not exceed 0.90.

**Condition fulfilled – November 2000.** The following wording was inserted in the "Development Density" section on page 25 of the Adopted MIMP: *"The FAR of the MIO District, excluding street rights-of-way and other property not owned by SPU shall not exceed 0.90."*

5. Modify the MIMP to replace the heading for development standard U1 with the following heading: "Additional Development Standards in the MIO District South of West Dravus Street Between Humes Place West and Queen Anne Avenue North" and add the following sentence in the note: "University development standards in this area would also be subject to Lowrise density standards."

**Condition fulfilled – November 2000.** The heading for development standard U1 on page 47 of the Adopted MIMP was replaced with the following wording: *"Additional Development Standards in the MIO District South of West Dravus Street Between Humes Place West and Queen Anne Avenue North"*. In accordance with the second half of the condition, the wording of the note under development standard U1 was modified to read as follows: *"University development standards in the MIO District south of West Dravus Street between Humes Place West and Queen Anne Avenue North shall be subject to the height, setback, lot coverage, landscaping, open space, width and depth limits, and Lowrise density standards of the underlying zoning."*

In addition, a new development standard entitled "V. Residential Unit Density Standards" was included on page 47 of the Adopted MIMP and the following wording was added in development standard V2: *"University development standards in the MIO District south of*

*West Dravus Street between Humes Place West and Queen Anne Avenue North shall be subject to Lowrise density standards."*

6. Modify the MIMP to add the following development standard: "In expansion Area A, the residential unit density limits of the underlying zoning shall apply. On the "Irondale Block" portion of the MIO District expansion Area A, as an alternative to underlying zoning residential density requirements limiting the number of units, SPU shall be allowed the option to base density on total number of student beds. With this option, the total number of student beds allowed on this site shall not exceed 150."

**Condition fulfilled – November 2000.** The following wording was added in "Development Standard V: Residential Unit Density Standards" as development standard V1 on page 47 of the Adopted MIMP: *"In expansion Area A, the residential unit density limits of the underlying zoning shall apply. On the "Irondale Block" portion of the MIO District expansion Area A, as an alternative to underlying zoning residential density requirements limiting the number of units, SPU shall be allowed the option to base density on total number of student beds. With this option, the total number of student beds allowed on this site shall not exceed 150."*

7. Modify the MIMP to add the following development standard: "With the exception of restrictions in expansion Area A and expansion areas south of West Dravus Street, there shall be no unit density restrictions on residential development in the MIO."

**Condition fulfilled – November 2000.** The following wording was added in "Development Standard V: Residential Unit Density Standards" as development standard V3 on page 47 of the Adopted MIMP: *"With the exception of restrictions in expansion Area A and expansion areas south of West Dravus Street, there shall be no unit density restrictions on residential development in the MIO."*

8. (Modified) Modify the master plan to adopt the plan alternative regarding potential pedestrian bridges or tunnels, on page 35 and 37 of the plan, and state clearly that designs which incorporate grade separations for pedestrians may be allowed in the future as minor master plan amendments, if they are consistent with then-current City policies and regulations.

**Condition fulfilled – November 2000.** The following wording was included in the "Planned and Potential Circulation" section on page 33 and 34\* of the Adopted MIMP (\*See previous note regarding page number discrepancies): *"Grade separated pedestrian crossings of arterial streets bisecting the campus are not currently considered necessary or feasible to improve pedestrian safety. Existing pedestrian safety problems involving multiple crossings of West Bertona Street are proposed to be addressed by traffic and pedestrian calming measures. However, it is possible that during the long time-span of the MIMP, one or more pedestrian bridges or tunnels may be determined to be necessary and feasible. Such facilities could be constructed as minor amendments to the MIMP if they were consistent with then current City policies and regulations. Possible locations for grade-separated facilities for pedestrians include crossings of both West Bertona Street and West Nickerson Street west of Third Avenue West (in the vicinity of the existing Student Union Building and Bookstore), and a crossing of West Bertona Street in the vicinity of the Fifth Avenue Mall (vacated Fifth Avenue West). A grade-separated crossing of Third Avenue West, between West Bertona Street and West Cremona Street, might also be considered if a large auditorium or other facilities that would generate substantial pedestrian traffic should be constructed east of this arterial street."*

9. In order to provide a better transition in scale with abutting properties, modify the MIMP to clearly state that the above-grade development in the "Irondale Block" in Area A shall be set back a minimum of 20 feet from 7<sup>th</sup> Avenue West and 14 feet from West Bertona Street.

**Condition fulfilled – November 2000.** The wording of development standard F2 of "Development Standard F: Structure Setbacks" on page 42 and 43 of the Adopted MIMP was modified to read as follows: *"The structure setbacks requirements shall be the same as is required in the underlying zone or by setback requirements applicable to structures on*

*abutting lots or structures directly across a street or alley from a structure in the MIO District, whichever is greater, except that above-grade development in the "Irondale Block" in Area A shall be setback a minimum of 20 feet from 7<sup>th</sup> Avenue West, and 15 feet from West Bertona Street."*

10. In order to preserve the scale of the adjacent neighborhood, modify the MIMP to state clearly that development of the two lots north of the Irondale Block (601 and 605 West Emerson Street) shall comply with the underlying zoning height limit.

**Condition fulfilled – November 2000.** The wording in the last sentence of the second paragraph in "Development Standard B: MIO Height Limits" on page 40 of the Adopted MIMP was modified to read as follows: *"Additional height restrictions would apply in the MIO expansion zones south of West Dravus Street and the two lots north of the Irondale Block (601 and 605 West Emerson Street) that are located in expansion area A."*

11. Modify the MIMP to clearly state that vehicular access to the Irondale Block off of 7<sup>th</sup> Avenue West shall be restricted to providing ADA access, and then only if convenient ADA access cannot be reasonably provided to the development off of any other street.

**Condition fulfilled – November 2000.** The following wording was added under the "Planned and Potential Parking Facilities" section in the sixth paragraph on page 26 of the Adopted MIMP: *"Vehicular access to the Irondale Block off of 7<sup>th</sup> Avenue West shall be restricted to providing ADA access, and then only if convenient ADA access cannot be reasonably provided to the development off of any other street."*

12. Modify the MIMP to clearly state that the Land Use Code requirements of the underlying zoning for landscaping of surface parking shall apply, provided that DCLU may waive screening and internal landscaping requirements where the Director finds an overriding safety issue.

**Condition fulfilled – November 2000.** The following wording was added in the "Planned and Potential Building Development" section in the last paragraph on page 21 of the Adopted MIMP: *"In accordance with City Council condition #12, the proposed design of the parking lot shown in Figure 8 will be revised to meet the underlying zoning requirements for the landscaping of surface parking lots."* In addition, the following wording was added in "Development Standard J: Landscaping" as development standard J3 on page 44 of the Adopted MIMP: *"The Land Use Code requirements of the underlying zoning for landscaping of surface parking shall apply, provided that DCLU may waive screening and internal landscaping requirements where the Director finds an overriding safety issue."*

13. Modify the MIMP to clearly state that the vacated 5<sup>th</sup> Avenue "pedestrian mall" shall be maintained publicly accessible throughout the life of the MIMP. A walkway that is accessible to the general public shall continue to be provided adjacent to and south of the Library and connecting to West Dravus Street provided that the existing walkway may be replaced with a new walkway of at least an equivalent width.

**Condition fulfilled – November 2000.** The following wording was added in the "Planned and Potential Circulation" section in the fourth paragraph on page 34 of the Adopted MIMP: *"The vacated 5<sup>th</sup> Avenue "pedestrian mall" shall be maintained publicly accessible throughout the life of the MIMP. A walkway that is accessible to the general public shall continue to be provided adjacent to and south of the Library and connecting to West Dravus Street provided that the existing walkway may be replaced with a new walkway of at least an equivalent width."*

14. Modify the plan to clearly state that future development in the area of the "5<sup>th</sup> Avenue Mall" extension shall be sited or configured to allow a pedestrian connection to West Nickerson Street.

**Condition fulfilled – November 2000.** The following wording was added in the “Planned and Potential Open Space and Landscaping” section in the last line of the fourth paragraph on page 29 of the Adopted MIMP: *“Future development in the area of the “5<sup>th</sup> Avenue Mall” extension shall be sited or configured to allow a pedestrian connection to West Nickerson Street.”*

15. Modify the MIMP to include the following development standard: “Within the underlying NC zones, there shall be no maximum size limit for institutional uses. Size limits for non-institutional commercial uses shall be applied on a per business establishment basis, as indicated in Chart B for SMC 23.47.010, and calculated in accordance with the provisions of SMC 23.47.010(C). The cumulative amount of commercial space in the areas within the MIO District that have NC1 and NC2 underlying zoning shall be limited to 30,000 square feet.”

**Condition fulfilled – November 2000.** The following wording was added in the sixth paragraph of “Development Standard A: MIO District Underlying Zoning” on page 38 of the Adopted MIMP: *“Within the underlying NC zones, there shall be no maximum size limit for institutional uses. Size limits for non-institutional commercial uses shall be applied on a per business establishment basis, as indicated in Chart B for SMC 23.47.010, and calculated in accordance with the provisions of SMC 23.47.010©. The cumulative amount of commercial space in the areas within the MIO District that have NC1 and NC2 underlying zoning shall be limited to 30,000 square feet.”*

16. Modify the MIMP to correctly show L-3 RC underlying zoning on the block identified for expansion Area B.

**Condition fulfilled – November 2000.** Figure 12 – Adopted Underlying Zoning, found on page 39 of the Adopted MIMP, was corrected to show L-3 RC underlying zoning on the block identified for expansion Area B.

17. Modify the MIMP to provide that the design guidelines of Appendix F are applicable to Phase II of the Science building.

**Condition fulfilled – November 2000.** The following wording was added in the “Planned and Potential Building Development” section in the second paragraph on page 25 of the Adopted MIMP: *“The design guidelines of Appendix F are also applicable to Phase II of the Science Building.”*

18. Deleted

19. Modify the MIMP to clarify that SPU will support the creation of an RPZ along 8<sup>th</sup> Avenue West if requested by the residents on that street.

**Condition fulfilled – November 2000.** The following wording was added to the “Transportation Management Program (TMP) in the paragraph entitled “Parking Fees and Residential Parking Zones” found on page 51 of the Adopted MIMP: *“SPU will support the creation of an RPZ along 8<sup>th</sup> Avenue West if requested by the residents on that street.”*

**By 2005 or prior to occupancy of the second phase of the Science Building, whichever occurs first, SPU shall:**

20. Provide funding for the modification of the intersection of 6<sup>th</sup> Avenue West/West Nickerson Street to allow for separate northbound left and right turning lanes from 6<sup>th</sup> Avenue West to West Nickerson Street (subject to Seattle Transportation Department [SeaTrans] approval).

**Condition Not Yet Applicable.** Although this condition is not yet applicable the following wording related to this condition was added to the “Planned and Potential Circulation” section

in the second paragraph on page 33 of the Adopted MIMP: *“By 2005 or prior to the occupancy of the second phase of the Science Building, whichever occurs first, SPU shall provide funding for the modification of the intersection of 6<sup>th</sup> Avenue West/West Nickerson Street to allow for separate northbound left and right turning lanes from 6<sup>th</sup> Avenue West to West Nickerson Street (subject to Seattle Transportation [SeaTrans] approval).”*

**In 2005, SPU shall:**

21. In consultation with SeaTrans, initiate a traffic study to determine if a traffic signal is warranted at the intersection of 6<sup>th</sup> Avenue West/West Nickerson Street.

If a signal is determined by SeaTrans to meet their warrants and is determined to be a desirable traffic improvement:

- i. SPU shall assist with the funding for the design and installation of the signal. SPU's share of the funding for the signal shall be equivalent to the proportion of the University-generated traffic that is anticipated to use the intersection during an average weekday when classes are in session as determined by a traffic study, which is approved by SeaTrans. Following the completion of the potential development project, SPU shall assist with the funding of the signal in accordance with the formula described above.

If a traffic signal is not determined to meet SeaTrans's warrants in 2005:

- ii. An additional future traffic study may be required by DCLU in association with the environmental review for a potential development project that is considered likely to significantly increase traffic at the intersection. If warrants for a signal should be determined to be met following the completion of the potential development project, SPU shall assist with the funding of the signal in accordance with the formula described above.

**Condition Not Yet Applicable.** Although this condition is not yet applicable the following wording related to this condition was added to the “Planned and Potential Circulation” section beginning with the third paragraph on page 33 of the Adopted MIMP:

*“In 2005, SPU shall, in consultation with SeaTrans, initiate a traffic study to determine if a traffic signal is warranted at the intersection of 6<sup>th</sup> Avenue West/West Nickerson Street. If a signal is determined by SeaTrans to meet their warrants and is determined to be a desirable traffic improvement:*

- i) SPU shall assist with the funding for the design and installation of the signal. SPU's share of the funding for the signal shall be equivalent to the proportion of the University-generated traffic that is anticipated to use the intersection during an average weekday when classes are in session as determined by a traffic study, which is approved by SeaTrans. Following the completion of the potential development project, SPU shall assist with the funding of the signal in accordance with the formula described above.*

*If a traffic signal is not determined to meet SeaTrans's warrants in 2005:*

- ii) An additional future traffic study may be required by DCLU in association with the environmental review for a potential development project that is considered likely to significantly increase traffic at the intersection. If warrants for a signal should be determined to be met following the completion of the potential development project, SPU shall assist with the funding of the signal in accordance with the formula described above.”*

22. (Modified) In consultation with SeaTrans conduct tube counts during the Winter Term of 2005, on non-holiday weekdays on West Raye Street at its intersection with 3<sup>rd</sup> Avenue West, in order to determine full day and peak hour traffic volumes. The information shall be shared with SeaTrans and with DCLU. If the City determines: i.) that additional study and analysis of traffic in the vicinity of West Smith Street and West Raye Street and 3<sup>rd</sup> Avenue West is indicated by a significant increase in traffic shown in the required 2005 counts; and ii.) that a significant proportion of the traffic growth can not be reasonably attributed to background traffic growth, then SPU shall conduct such study and analysis. The study should include further assessment of the proportion of through traffic that is attributable to SPU.

If the City determines, based on the additional traffic study, that further implementation of the SPU Master Plan would result in unacceptable impacts from cut-through traffic in the vicinity, then prior to further implementation of the SPU MIMP, SPU shall contribute to measures determined by the City to be reasonably necessary to reduce projected growth in cut-through traffic attributable to SPU in the area in question by a share proportionate to SPU's share of projected cut-through traffic growth.

**Condition Not Yet Applicable.** Although this condition is not yet applicable the following wording related to this condition was added to the "Planned and Potential Circulation" section beginning with the seventh paragraph on page 34 of the Adopted MIMP:

*"In consultation with SeaTrans conduct tube counts during the Winter Term of 2005, on non-holiday weekdays on West Raye Street at its intersection with 3<sup>rd</sup> Avenue West, in order to determine full day and peak hour traffic volumes. The information shall be shared with SeaTrans and with DCLU. If the City determines: i.) that additional study and analysis of traffic in the vicinity of West Smith Street and West Raye Street and 3<sup>rd</sup> Avenue West is indicated by a significant increase in traffic shown in the required 2005 counts; and ii.) that a significant proportion of the traffic growth can not be reasonably attributed to background traffic growth, then SPU shall conduct such study and analysis. The study should include further assessment of the proportion of through traffic that is attributable to SPU.*

*If the City determines, based on the additional traffic study, that further implementation of the SPU Master Plan would result in unacceptable impacts from cut-through traffic in the vicinity, then prior to further implementation of the SPU MIMP, SPU shall contribute to measures determined by the City to be reasonably necessary to reduce projected growth in cut-through traffic attributable to SPU in the area in question by a share proportionate to SPU's share of projected cut-through traffic growth."*

### **Conditions – Rezones**

23. Modify Appendix B of the master plan to include legal descriptions of properties where height limit changes are proposed.

**Condition fulfilled – November 2000.** On page 2 of Appendix B of the Adopted MIMP, the following information was added:

Rezone MIO-50' to MIO-37'

*Victory Addition, Lots 1 - 4, Block 2*

Rezone MIO-37' to MIO-50'

*Ross Second Addition, Lots 11 - 30, Block 2*

Rezone MIO-65 to MIO-37'

*The westerly 120 feet of Blocks 2, 3, 4 and 5 of Hill's Queen Anne Park Addition, together with the adjacent portions of vacated streets and alleys.*

## **Conditions – SEPA**

For the life of the project:

24. Proposed development not reviewed at the project level in the FEIS shall require additional environmental review at the time of application for Master Use and/or building permits. Additional environmental review may also be required for those proposed developments which were reviewed at the project level in the FEIS pursuant to MSC 25.05.600 (e.g. if there are substantial changes to a proposal).

**Condition Not Yet Applicable.** No potential development has occurred since adoption of the SPU MIMP. Although this condition is not yet applicable, the following wording related to this condition has been added to the “Planned and Potential Building Development” section in the third paragraph on page 25 of Adopted MIMP: *“Proposed development not reviewed at the project level in the FEIS shall require additional environmental review at the time of application for Master Use and/or building permits. Additional environmental review may also be required for those proposed developments which were reviewed at the project level in the FEIS pursuant to MSC 25.05.600 (e.g. if there are substantial changes to a proposal).”*

25. Fencing and/or landscaping shall be provided along the southern boundary of the Overlay District as necessary to provide a buffer and separation between the University uses and the residential uses to the south.

**Condition Not Yet Applicable.** No University development has occurred on the southern boundary of the MIO since adoption of the MIMP. Currently the only University-uses on the southern boundary of the campus are residential in nature and are consistent with the underlying zoning (i.e. single families in University-owned single family homes, etc.).

Although this condition is not yet applicable, the following wording related to this condition has been added under “Development Standard J: Landscaping” as development standard J4 on page 44 of the Adopted MIMP: *Fencing and/or landscaping shall be provided along the southern boundary of the Overlay District as necessary to provide a buffer and separation between the University uses and the residential uses to the south.*

## **Additional Conditions – MIMP**

The following additional conditions are adopted:

26. The information contained in the Hearing Examiner’s Findings #31 and #32 in the Matter of the Appeal of the adequacy of the EIS for the proposed SPU MIMP shall constitute baseline information for future evaluation of cut-through traffic in the vicinity of West Raye Street, or other streets, between Queen Anne Avenue and West Raye Street.

**Condition fulfilled – November 2000.** The following wording was added in the second paragraph on page 35 of the “Planned and Potential Circulation” section of the Adopted MIMP: *The information contained in the Hearing Examiner’s Findings #31 and #32 in the Matter of the Appeal of the adequacy of the EIS for the proposed SPU MIMP shall constitute baseline information for future evaluation of cut-through traffic in the vicinity of West Raye Street, or other streets, between Queen Anne Avenue and West Raye Street.*

27. In developing additional information and conducting supplemental environmental review of potential parking facilities, SPU, the Citizen’s Advisory Committee and DCLU shall consider the implications of alternative locations upon cut-through neighborhood traffic, as well as spillover University parking, on residential streets.



**Condition Not Yet Applicable.** No potential parking facilities have been developed since adoption of the MIMP.

Although this condition is not yet applicable, the following wording related to this condition has been added to the “Planned and Potential Parking Facilities” section in the sixth paragraph on page 28 of the Adopted MIMP: *“In developing additional information and conducting supplemental environmental review of potential parking facilities, SPU, the Citizen’s Advisory Committee and DCLU shall consider the implications of alternative locations upon cut-through neighborhood traffic, as well as spillover University parking, on residential streets.”*

The identical wording has also been added in the “Planned and Potential Circulation” section in the third paragraph on page 35 of the Adopted MIMP.

28. The final compiled SPU MIMP shall be modified to state as follows:

University acquisition and use of the property included in MIO District expansion Area D shall not displace the current use of the property as a service station. However, if the service station should close for reasons unrelated to SPU, SPU may use the site for other purposes; provided that any University uses, other than landscaping and signage, must be approved as a MIMP minor amendment by DCLU following review and comment by the Standing Advisory Committee, unless subject to the requirement for a major amendment according to the criteria of the Land Use Code.

**Condition fulfilled – November 2000.** The following wording was inserted in the “Boundaries and Land Uses” section under Area D in the second paragraph on page 16: *“University acquisition and use of the property included in MIO District expansion Area D shall not displace the current use of the property as a service station. However, if the service station should close for reasons unrelated to SPU, SPU may use the site for other purposes; provided that any University uses, other than landscaping and signage, must be approved as a MIMP minor amendment by DCLU following review and comment by the Standing Advisory Committee, unless subject to the requirement for a major amendment according to the criteria of the Land Use Code.”*

29. The final compiled MIMP shall include the following statement with the description of potential street and alley vacations:

The approval of the vacation of public rights-of way in this plan indicates the intent of the institution to seek vacations described and the consistency of the vacations with the master plan. Adoption of this plan does not constitute City approval of the vacation petitions, which must be submitted for review according to the City’s street vacation procedures. Upon review the City may approve, condition, or deny the vacation petitions consistent with City street vacation policy.

**Condition fulfilled – November 2000.** The following wording was added in the “Planned and Potential Circulation” section in the last paragraph on page 31 of the Adopted MIMP: *The approval of the vacation of public rights-of way in this plan indicates the intent of the institution to seek vacations described and the consistency of the vacations with the master plan. Adoption of this plan does not constitute City approval of the vacation petitions, which must be submitted for review according to the City’s street vacation procedures. Upon review the City may approve, condition, or deny the vacation petitions consistent with City street vacation policy.*

30. Add the phrase “Contact identifiable offenders” (of restricted parking zones) in the column describing the proposed Transportation Management Program, Table 4, page 59 of the Final MIMP.

**Condition fulfilled – November 2000.** The phrase “Contact identifiable offenders” was added in the column entitled “Adopted TMP Requirements in Table 4: “Summary of Changes

to the Transportation Management Program (TMP)" found on page 54\* of the Adopted MIMP. (\* See previous note regarding page number discrepancies.)

31. Identify the areas known as the beach, the basketball court, the grassy areas surrounding the basketball court, the tree-covered slope to the south of the basketball court, and the steep slope north of West Barrett Street, as shown on Appendix 1 to this Findings, Conclusions, and Decisions, as existing open space, landscaping and screening, but not "designated open space" and require a minor amendment to allow development of the areas in a manner that would significantly reduce the size or location of the areas identified.

**Condition fulfilled – November 2000.** Figure 10 – "Adopted Open Space" on page 30 of the Adopted MIMP was modified to show the beach, the basketball court, the grassy areas surrounding the basketball court, the tree-covered slope to the south of the basketball court, and the steep slope north of West Barrett Street as "Existing Open Space, Landscaping, and Screening Subject to Minor Amendment Provisions".

The first sentence in the first paragraph of the "Planned and Potential Open Space and Landscaping" section on page 28 of the Adopted MIMP was modified to read as follows: *The major existing and proposed open spaces and landscape features are depicted in Figure 10, which has been modified to include three additional existing open spaces that were added by the City Council during their approval of the MIMP.*"

A sentence was also added at the end of the first paragraph on page 29 that reads as follows: *The three additional existing open spaces added by the City Council, as shown on Appendix 1 of their Findings, Conclusions and Decisions and added to Figure 10 as "existing open space, landscaping and screening subject to minor amendment provisions", are not "designated open spaces", but would require a minor plan amendment to allow development of the areas in a manner that would significantly reduce their size or location.*"

The following sentence was also added in the first paragraph on page 31: *The existing open space areas near Ashton and Hill Halls, as depicted on Figure 10, (the area known as the "beach", the basketball court and the surrounding grassy areas, and the steep slope north of West Barrett Street) are not designated as open spaces but would require a minor plan amendment to allow development of these areas in a manner that would significantly reduce their size or location.*

32. Amend the language in the MIMP, page 56, to read as follows:

The proposed program also maintains the goal of reducing student SOV rates. SPU will work with the City's TMP Coordinator to establish a reasonable and fair percentage goal for commuter student SOV trips within a reasonable period of time, such as one year from adoption of this plan.

**Condition fulfilled – November 2000.** The following wording was inserted in the Transportation Management Program (TMP) in the section entitled "TMP Goal" on page 50\* of the Adopted MIMP: (\* See previous note regarding page number discrepancies.): *The adopted program also maintains the goal of reducing student SOV rates. SPU will work with the City's TMP Coordinator to establish a reasonable and fair percentage goal for commuter student SOV trips within a reasonable period of time, such as one year from adoption of this plan.*

### **III. Major Institution Development Activity Initiated or Under Construction W/in MIO Boundary**

Emerson Residence Hall and Parking Garage: In August 2001 construction was completed on a 335-bed residence hall located at Sixth Avenue West and West Emerson Street. The facility, which contains a 140-stall parking garage on the basement level, was approved as a minor amendment under the previous master plan. The final occupancy permit was issued on September 4, 2001 in time for students to move fall quarter.

Renovation of Marston/Watson Hall: Renovation of both the interior and exterior of Marston/Watson Hall and conversion of the building from a residence hall to classrooms and offices was completed in the fall of 2001. The project included the addition of an exterior elevator to improve ADA access between "upper" and "lower" campus. The project was ruled an "exempt" project under the previous master plan.

Phase I Science Building: Construction on a new 63,237 square foot science building began in September 2001. The new building will house the University's biology, chemistry and psychology programs. The building, which was approved as a "planned project" in the August 2000 Adopted MIMP, is scheduled for occupancy in the fall of 2003.

Nickerson Street Surface Parking Lot: Design work is complete on the 46-space surface parking lot on West Nickerson Street that was approved as a "planned project" in the August 2000 Adopted MIMP. The permit application process is currently underway. It is anticipated that construction of the lot will occur during late summer 2002.

#### **IV. Major Institution Development Activity Outside but within 2,500 Feet of MIO District Boundary**

See attached worksheets

#### **V. Progress in Meeting Transportation Management Program (TMP) Goals and Objectives**

We have continued progress on the TMP that went into effect last year.

Cheryl Michaels is the University's Transportation Coordinator. She regularly distributes transportation and commute trip reduction information to students and employees of the University.

Cheryl has prepared web based information to provide on-line transportation program information on the World Wide Web. It may be viewed at [www.spu.edu/security/parking.asp](http://www.spu.edu/security/parking.asp).

The University has adjusted employee transit pass subsidies to 100% at the present time utilizing a trial FlexPass program to distribute passes to all full time employees. This pass provides the equivalent of a two-zone peak Puget Pass. This program will be evaluated over time to determine it's effectiveness. Students receive transit subsidies of 30% against the Puget Pass of their choice. In addition, temporary loan passes are available free of charge for one half day and made available to residential students who have occasional need to access transit. This program is intended to reduce the need for residential students to have cars.

The University provides subsidized or free reserved parking for HOV transportation utilizing either privately owned or Metro assisted vehicles. Currently there are 23 car pools registered with the University.

## Major Institution 2002 Reporting Period

Seattle Pacific University  
(Fiscal Year: July 2001 – June 2002)

### Development Activity Within the Major Institution Overlay Boundary

#### New Non-Leased Activity During 2002 Reporting Period

Name of Building and Address (Or Other Means of Locating the Property or Site)	Proposed Use(s)	Size - Gross Square Footage
<b>Phase I Science Building</b> 339 W. Bertona	Will house University's biology, chemistry & psychology programs	63,237 s.f.
<b>Nickerson Street Parking Lot</b> South side of W. Nickerson Street between 3 <sup>rd</sup> & 6 <sup>th</sup> Avenue	Surface parking	11,550 s.f.

**Total Gross Square Footage:** 74,787 s.f.

## Major Institution 2002 Reporting Period

**Seattle Pacific University**  
**(Fiscal Year: July 2001 – June 2002)**

### **Development Activity Within the Major Institution Overlay Boundary**

### **New Leasing Activity to Non-Major Institution Uses During 2002 Reporting Period**

[illegible]

**Total Gross Square Footage:**

## Major Institution 2002 Reporting Period

**Seattle Pacific University**  
**(Fiscal Year: July 2001 – June 2002)**

### **Development Activity Outside but Within 2,500 Feet of the Major Institution Overlay Boundary**

### **New Land and Building Acquisition During the 2002 Reporting Period**

[illegible]

**Total Gross Square Footage:**

## Major Institution 2002 Reporting Period

Seattle Pacific University  
(Fiscal Year: July 2001 – June 2002)

### Development Activity Outside but Within 2,500 Feet of the Major Institution Overlay Boundary

#### New Leasing Activity During 2002 Reporting Period

Name of Building and Address (Or Other Means of Locating the Property or Site)	Proposed Use(s)	Size - Gross Square Footage
Lynn Vista Apartments 831 W. Nickerson (Master leased units 2, 6, 10, 11, 12, and 18)	Student housing for 2002-03 academic year	4,200 s.f.

**Total Gross Square Footage: 4,200- sf**

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